

THE J. J. RICHMOND CIGAR



CAPTURED THE POSTOFFICE

Disgraceful Scene at Terre Haute Caused by the New Postmaster-Elect.

Democrats with Deputies Swoop Down on the Mails—Child Terribly Wounded with Dynamite at Terre Haute—Other State News.

MERRY WAR AT TERRE HAUTE.

The New Postmaster-Elect Forces His Way Into the Office of Postmaster Greiner.

Special to the Indianapolis Journal.

TERRE HAUTE, Ind., May 12.—This morning Donham, the new postmaster, presented himself at the postoffice and demanded instant possession. It was during business hours, when the money order and stamp business was impossible of being transferred without closing the doors to the public to balance accounts. Not only did he want charge as postmaster, but he came prepared to substitute new letter carriers for those who are supposed to be protected under the civil-service laws.

When Donham presented his commission Greiner suggested to him that they make arrangements to transfer the office at the close of the week's business. Donham said he wanted possession instantly. Greiner said he was not prepared to do so, and would retain charge until the close of the day at least. Greiner telegraphed to the postmaster-general at Indianapolis, and Donham demanded possession of the office at once during business hours. At work now on inventory. On account of the money order business, the transfer will not be enabled to complete and turn over the office until Monday morning before the close of business.

The following reply was received: "It is customary to transfer office Saturday night after business hours. Please so advise Mr. Donham, and conform to custom." This was signed by H. Clay Evans, first assistant postmaster-general. The latter message was received by Donham and he repudiated it by saying Evans was no longer assistant postmaster-general, that he had been removed from the position at the time he had possession of the postmaster's office. Donham occupying the postmaster's office. Greiner was in the office at the time. Mr. Evans was in the office at the time. Mr. Evans was in the office at the time.

At 6 o'clock Donham's friends made an effort to open the door from the postmaster's room into the interior office. Those inside sent for the police, who came and refused to eject the party, saying the United States marshal was in the city, and to apply to him. During the occurrence of the disturbance, the sheriff was sent for to the postmaster's office. The sheriff later he, with a deputy and a few others, with Donham, forced their way into the interior office, and the latter was in charge, and will endeavor to make a complete change in the force at 6 o'clock in the morning.

Mr. Bailey, the representative of the Civil Service Commission, who is investigating the trouble, is watching every step taken. He says the law is as much violated by the removal of the force tomorrow of the employees for political reasons as six months after the examination is held.

Marshall Hawkins was seen later and asked if he were here in an official capacity. He said he had been requested to be here this evening by Donham, who was in trouble. He held that Donham's commission was the guiding authority and that if Greiner was not evidence in any court of law, he was evidence in the office to-night received formal notice from Donham, dismissing them from the service.

ROBBERS MADE A NIGHT OF IT.

Stole a Hand Car and Looted Three Small Towns Near Louisville.

MURKIN, Ind., May 12.—Robbers on a hand car made a wholesale raid south of Muncie on the Fort Wayne railway last night. They stole a hand car and visited Springfield, Oakville and Mt. Summit. At Springfield the car was fairly loaded with plunder. George Peckenpach's general store was robbed as was the drug store of Springfield. The robbers left a trail of blood and plunder, and the car was abandoned in the outskirts of Muncie.

CHILD BLOWN TO PIECES.

Playing with a Dynamite Cartridge, When the Treacherous Shell Exploded.

Special to the Indianapolis Journal.

BRAZIL, Ind., May 12.—Harry Jenkins, the five-year-old son of James Jenkins, residing in this city, met with a fatal accident yesterday evening. His father had just finished using a dynamite cartridge, and he was playing with it, and while playing with it, the child got one, and while playing with it, the child got one, and while playing with it, the child got one.

Unknown Man Found Dead.

Special to the Indianapolis Journal.

UNION CITY, Ind., May 12.—An unknown man was found dead in the Big Four railroad yards to-night. He is thought to be a stock man. In his pocket was found the following, dated at Indianapolis, May 12, and addressed to George H. Hoover, live stock agent at East Buffalo, N. Y.

Dear Sir:—The bearer of this, Edgar W. Pike, has been unfortunate in the West, and wishes to reach his home in Boston. He is a worthy young man, and has been in the service of the railroad for some time. He is a native of this city, and has been in the service of the railroad for some time. He is a native of this city, and has been in the service of the railroad for some time.

Double Shooting Affair at Redkey.

Special to the Indianapolis Journal.

MUNCIE, Ind., May 12.—John Reagan, a young man, was shot to death by a double shot at Redkey, Ind., last night. He was shot by a man named John Reagan, who was a native of this city, and has been in the service of the railroad for some time. He is a native of this city, and has been in the service of the railroad for some time.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—At 4 o'clock yesterday morning Mrs. Lora McLean, aged sixty, who was demented, escaped from her home on the bank of White river, near this city, and has not been found. Two years ago her youngest son fell from a wagon bridge over this stream and broke his neck. Since that time this woman has been at intervals demented and has threatened to

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

Special to the Indianapolis Journal.

COLUMBUS, Ind., May 12.—The Ohio miners and operators have signed a contract to resume work at last year's prices and conditions. The contract is for one year, ending May 1, 1894, conditional upon the appointment of a committee of two operators and two miners to investigate the prices and conditions in the various districts and report the same with recommendations not later than October, 1893.

drawn herself. Last evening she was tracked in the sand to the water's edge at a point where the river is very deep. Her body has not yet been found.

Murderer Treked Held Without Bail.

Special to the Indianapolis Journal.

SEELY TROUP, Ind., May 12.—The preliminary trial of Len Troup for the murder of Henry Feader took place at Brownstown this morning. A number of witnesses from this city were examined, and "Squire" Lowell remanded Troup to jail without bail. William Burns, who was with Troup at the time of the murder and who worked the Indianapolis Journal, was examined, and Troup was remanded to jail without bail. Troup was remanded to jail without bail.

Drowning Child Saved by a Dog.

Special to the Indianapolis Journal.

ROCKPORT, Ind., May 12.—Hiram Curry, the little son of Dr. H. M. Curry, of Grandview, this county, had a narrow escape from drowning this afternoon. He and his Newfoundland dog were playing on the large iron bridge over Big Sandy river, when the boy fell off the bridge into the water. The dog sprang to the rescue and rescued him.

No Jury Yet to Try Mackesey.

Special to the Indianapolis Journal.

LAFAYETTE, Ind., May 12.—At 3 o'clock this afternoon the venire of one hundred names from which to select a jury to try William Mackesey, charged with the murder of a woman, was called. Another venire of thirty was drawn this evening. It is hoped to secure a jury by tomorrow. Judge Langdon is expected to pass on the motion for a new trial for Bartholomew Murphy to-morrow.

Death of Mrs. Mendenhall.

Special to the Indianapolis Journal.

ELKHART, Ind., May 12.—Mrs. Mendenhall, wife of Rev. Dr. Mendenhall, one of the leading Methodist ministers of Indiana, died Wednesday night of heart disease, at the age of fifty-three years, old, and well known in Methodist circles throughout the State.

Indiana Notes.

Fast freight No. 70, going east, killed an unknown man one mile west of Centerville yesterday.

Fire at Kaleen, west of Lebanon, destroyed three thousand dollars' worth of property Wednesday night.

The official announcement is made that Queen Victoria has approved the appointment of the Earl of Aberdeen as governor-general of Canada.

Amos Hewitt, aged seventy-eight, had his leg fractured by a piece of wood flying from a lathe and striking him in the forehead.

Mr. Weatherall, proprietor of the great iron and steel rolling mill recently located at Frankton, has purchased the Fair View Hotel there for the purpose of building a new hotel, which will be constructed by the building of this factory.

Majors Centerville and Friend, the newly-appointed members of the Fort Wayne Club last night. Both were presented with costly awards, and defended themselves during their military terms.

The statement has been made that Wahab, a Turkish agent, has been arrested by the British authorities in the educational department. This is incorrect. In the educational department there are twenty interior and exterior views of the college building and fifteen in the treasury department.

The Quick City Land Company of Madison county, Ind., has been sold to the Indiana Land Company, Inc., of Indianapolis. The company is owned by J. C. Hamilton, secretary; Dr. L. C. Stewart, treasurer; Cornelius Quick, president; and J. C. Hamilton, secretary. The company is owned by J. C. Hamilton, secretary; Dr. L. C. Stewart, treasurer; Cornelius Quick, president; and J. C. Hamilton, secretary.

Losses by Fire.

PITTSBURGH, Pa., May 11.—Glozier's new dry goods store, No. 1127, 1129 and 1131 Penn. avenue, and Arnold's three-story store, No. 1127, 1129 and 1131 Penn. avenue, were destroyed by fire at 3:30 o'clock. The loss was \$150,000, with about \$100,000 insurance.

GRAND VIEW, Mich., May 11.—Half of the village of Spring Lake, a short distance from here, was destroyed by fire at 3:30 o'clock. The loss was \$150,000, with about \$100,000 insurance.

CINCINNATI, May 12.—A fire in Evans's stair factory on Hunt street, near Syracuse street, destroyed this morning the building and its contents. The loss was \$150,000, with about \$100,000 insurance.

OBITUARY.

RICHMOND, Va., May 12.—Gen. S. C. Armstrong, founder and superintendent of the Norfolk Institute at Norfolk, Va., died at the age of fifty-eight. General Armstrong was born at Honolulu, Hawaii, of missionary parents.

PANAMA, May 11.—Ex-Judge Dewey, of Detroit, who has spent the winter in Panama, died at his residence in this city this morning.

BEELIN, May 12.—George Victor, the sovereign Prince of Waldeck, died at Maribach, Bohemia, of pneumonia.

Tribute to Dead Postal Clerks.

WASHINGTON, May 12.—The Postmaster-general makes a touching reference to the death of the postal clerks who died in the fire at the Post Office building in Chicago.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

THE APPELLANT ACCIDENT WHICH OCCURRED TO TRAIN 12, Cleveland, Cincinnati, Chicago & St. Louis railway, on the 10th inst., at Lafayette, Ind., in which the lives of John J. Jones, John J. Jones, and Charles H. Jones, were lost, is a tragedy of the most painful kind.

FASTEST ATLANTIC LINER

The New Cunard Steamer Campania Breaks the Eastward Passage Record.

Crossed in Five Days, Seventeen Hours and Forty-Two Minutes, Breaking the Time of the New York Over Two Hours.

LONDON, May 12.—The new Cunard line steamship Campania, Captain Hance, which sailed from New York for Liverpool May 6, arrived at Queenstown at 9:30 o'clock this morning, having made the passage from Sandy Hook to Queenstown in five days, seventeen hours and forty-two minutes, the quickest passage eastward yet made by any steamer. The passengers cheered enthusiastically upon coming into the harbor, and the crew of the Campania showed much jubilation over the achievement.

The Campania passed the Paris, of the American line, when 100 miles east of Sandy Hook. The Campania had passed the Sandy Hook lightship at 11:15 a. m. Saturday, May 6, and the Paris had passed the lightship at 1:05 p. m. The Campania improved as her machinery got thoroughly to work, and after making a record of 100 miles during the voyage to Queenstown, she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

The Campania landed her passengers at Liverpool at 10 o'clock, and then went on to Queenstown. The Campania had made a record of 100 miles during the voyage to Queenstown, and she made a record of 100 miles during the voyage to Southampton.

\$35,000 and liabilities \$50,000. Ottawa County of Elmore; depositors will be paid in full. The Ottawa County of Elmore; depositors will be paid in full. The Ottawa County of Elmore; depositors will be paid in full.

Wonder What the Comment Was.

Special to the Indianapolis Journal.

WASHINGTON, May 12.—The application of E. S. Wilson, of Chicago, to be receiver of the Chemical National Bank, whose failure caused the suspension of the Capital at Indianapolis, was received to-day. When Mr. Eckels learned that Mr. Wilson is the brother of President M. B. Wilson, of the Capital he took comment on the application and filed it.

Instructions to Examiners.

Special to the Indianapolis Journal.

WASHINGTON, May 12.—Controller Eckels has wired the bank examiners all over the West to redouble their vigilance, and he is receiving every night telegraphic account of all banks whose condition is in the least degree suspicious. He stated for the Journal this afternoon that as a general rule the outlook was favorable.

Telegrams have been received at the Treasury Department from New York and other cities inquiring as to the truth of the report that a special examination has been ordered of particular national banks. Rumors to this effect appear to have been started in view of the commercial crisis to-day. The foundation for them seems to be simply this: that the Controller of the Currency has issued circulars of instructions to bank examiners generally, enjoining special diligence upon them at the present time, but his instructions have no specific reference to the examination of banks in any one city. They are general in scope and are intended as a precautionary measure only.

THE GAS CITY BANK.

The First National Is Not Hurt, and Is Prepared to Pay on Demand.

Special to the Indianapolis Journal.

GAS CITY, Ind., May 12.—The First National Bank of Gas City seems to have experienced a most fortunate escape from participation in the disaster which came upon the Capital National, of Indianapolis. The relations between the two have been of the closest, probably because Medford B. Wilson is president of both. A week ago the Gas City bank had a deposit of \$125,000 in the Capital National, but the day before the suspension of the latter the Gas City bank drew a large amount of currency from it to be paid out here to employees of the factories.

day before the suspension, also, the Gas City bank, according to an official statement, forwarded a deposit of \$5,000 to the Capital, but by some means the officers of the bank have learned that the Indianapolis concern was in a close place and recalled the deposit by a telegram. When the announcement of the suspension reached here, therefore, the local bank was clear of all complications, with its account in the Capital National slightly overdrawn.

This morning, in order to provide against a possible run on the bank here, which it is believed is not shared by the know ledge of the relations between the suspended Indianapolis bank and this, the officers got ready to pay in full all claims. A large amount of currency was stacked up in the inside the railing and heaps of gold pieces were close at hand. It was the greatest display of cold cash ever seen in the town. Cashier C. E. Pritchard provided extra help and prepared to stand at the counter all day long, and have the cut-out and currency all day. But the run did not occur. A good many people snatched into the bank, looked at the cash and the amount of currency, and then departed. A few cashed checks, but took it all day through, the amount of cash paid was little if any greater than the average.

The State Bank of Jonesboro, just across the river, while not a correspondent of the Capital National, may have a few hundred dollars through checks on the latter which it has cashed.

WHISKY DEALERS SUSPEND.

W. H. Thomas & Son, Leaders in the Kentucky Trade, in Financial Straits.

LOUISVILLE